

REGULAR CALENDAR

February 10, 2026

HOUSE OF REPRESENTATIVES

REPORT OF COMMITTEE

**The Minority of the Committee on Transportation to
which was referred HB 1536-FN,**

**AN ACT establishing penalties for unauthorized
parking in designated electric vehicle and motorcycle
spaces. Having considered the same, and being unable
to agree with the Majority, report with the
recommendation that the bill OUGHT TO PASS.**

Rep. Daniel Veilleux

FOR THE MINORITY OF THE COMMITTEE

MINORITY COMMITTEE REPORT

Committee:	Transportation
Bill Number:	HB 1536-FN
Title:	establishing penalties for unauthorized parking in designated electric vehicle and motorcycle spaces.
Date:	February 10, 2026
Consent Calendar:	REGULAR
Recommendation:	OUGHT TO PASS

STATEMENT OF INTENT

This bill addresses a narrow but increasingly common problem: the unauthorized use of parking spaces that are specifically designated for electric vehicle charging, motorcycles, and mopeds. These spaces are not convenience parking. They exist to serve a defined operational purpose and, in many cases, to support private investment in infrastructure that provides a service to the public. In practical terms, when a charging station is occupied by a vehicle that cannot use it, the station is effectively taken out of service. This is analogous to blocking a gas pump, a loading zone, or a fire lane. The issue is not the act of parking itself, but the interference with the lawful and intended use of property. Police already enforce private property rights in situations where interference is clear and observable, even without a complaint from the property owner. For example, an officer who observes someone removing merchandise from a closed store does not need the owner present to act; the interference with property rights is evident. Although blocking a clearly marked charging space, is not necessarily a criminal act, it presents the same enforcement principle. The authority to enforce exists; this bill simply provides clarity and consistency in its application. The bill relies on existing signage standards under the Manual on Uniform Traffic Control Devices (MUTCD), ensuring that drivers receive clear notice before any enforcement action occurs. Enforcement requires such spaces to be clearly designated by a clearly visible sign. It only ensures that where such spaces have been lawfully established, they can be meaningfully enforced. The minority is not persuaded that this bill represents inappropriate enforcement on private property. Rather, it resolves ambiguity that currently undermines compliance and frustrates both drivers who rely on these spaces and the property owners who have invested in them. Enforcement without statutory clarity is uneven and often avoided altogether, which effectively nullifies the purpose of the designation. Finally, the goal is compliance and predictability, ensuring that infrastructure designed to provide a specific service can operate as intended. For these reasons, the minority believes this bill is a reasonable, limited, and practical response to a real problem and respectfully recommends that the committee vote against the inexpedient to legislate motion.

Original: House Clerk
Cc: Committee Bill File

Rep. Daniel Veilleux
FOR THE MINORITY

Original: House Clerk
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REGULAR CALENDAR

Transportation

HB 1536-FN, establishing penalties for unauthorized parking in designated electric vehicle and motorcycle spaces. **OUGHT TO PASS.**

Rep. Daniel Veilleux for the Minority of Transportation. This bill addresses a narrow but increasingly common problem: the unauthorized use of parking spaces that are specifically designated for electric vehicle charging, motorcycles, and mopeds. These spaces are not convenience parking. They exist to serve a defined operational purpose and, in many cases, to support private investment in infrastructure that provides a service to the public. In practical terms, when a charging station is occupied by a vehicle that cannot use it, the station is effectively taken out of service. This is analogous to blocking a gas pump, a loading zone, or a fire lane. The issue is not the act of parking itself, but the interference with the lawful and intended use of property. Police already enforce private property rights in situations where interference is clear and observable, even without a complaint from the property owner. For example, an officer who observes someone removing merchandise from a closed store does not need the owner present to act; the interference with property rights is evident. Although blocking a clearly marked charging space, is not necessarily a criminal act, it presents the same enforcement principle. The authority to enforce exists; this bill simply provides clarity and consistency in its application. The bill relies on existing signage standards under the Manual on Uniform Traffic Control Devices (MUTCD), ensuring that drivers receive clear notice before any enforcement action occurs. Enforcement requires such spaces to be clearly designated by a clearly visible sign. It only ensures that where such spaces have been lawfully established, they can be meaningfully enforced. The minority is not persuaded that this bill represents inappropriate enforcement on private property. Rather, it resolves ambiguity that currently undermines compliance and frustrates both drivers who rely on these spaces and the property owners who have invested in them. Enforcement without statutory clarity is uneven and often avoided altogether, which effectively nullifies the purpose of the designation. Finally, the goal is compliance and predictability, ensuring that infrastructure designed to provide a specific service can operate as intended. For these reasons, the minority believes this bill is a reasonable, limited, and practical response to a real problem and respectfully recommends that the committee vote against the inexpedient to legislate motion.

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